

# **EAST BYPASS**

## **SMALL AREA ACTION PLAN**

**AUGUST 2000**

# ACKNOWLEDGMENTS

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This plan is the work of many residents who contributed through public participation processes and City staff who helped make the process work.

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# INTRODUCTION

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## Purpose

The East Bypass Area planning project is a neighborhood-based effort to develop an action plan to address local issues. The purpose of the plan is to work with residents to identify issues of concern and devise strategies for addressing them. This project uses the combined efforts of residents, property owners, neighborhood groups and city departments to positively affect the area.

The Small-Area Plan is used to:

- provide a framework for residents to identify issues and solutions,
- educate residents about the city's services and processes,
- educate the city about the neighborhood's concerns,
- initiate change rather than reacting to it,
- initiate and coordinate neighborhood improvement projects and activities,
- update the Comprehensive Plan.

The East Bypass planning project is the first conducted under the Neighborhood Services program recently created by the City of College Station. More information about this program can be found on the City's web site: [//devservices.ci.college-station.tx.us/neighborhood](http://devservices.ci.college-station.tx.us/neighborhood).

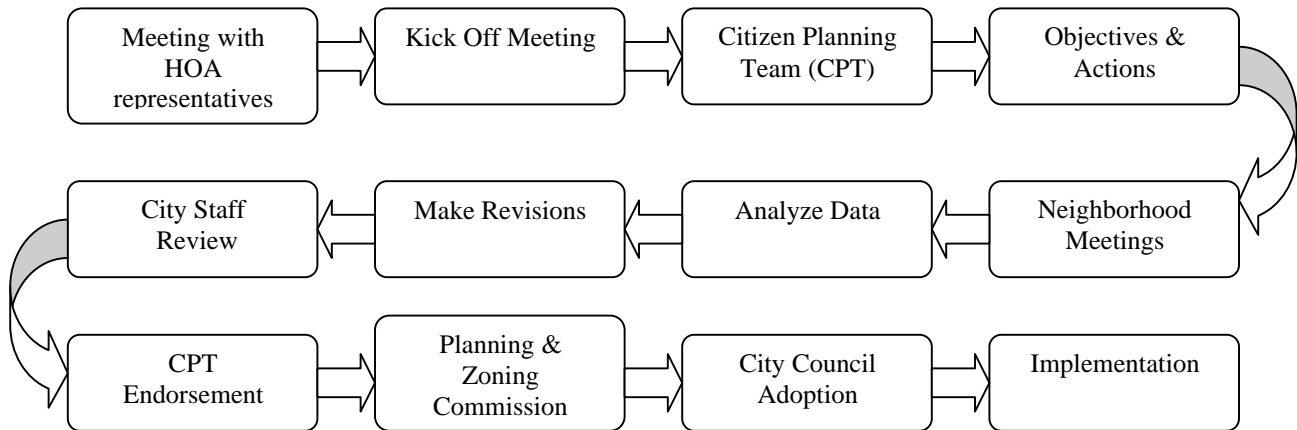
## Relationship to the Comprehensive Plan

The College Station Comprehensive Plan was adopted in 1997 and provides broad policy direction that guides growth and future decision making. The Comprehensive Plan is typically implemented through development regulations, ordinances and capital improvement programs. It is generally long-term oriented and may not address all of the immediate concerns of an area. This is the purpose of the small-area plan, identifying specific issues and detailing action oriented solutions. A list of related Comprehensive Plan goals and objectives can be found in Appendix IV.

## Planning Process

The small-area planning process is dependent on input and participation from citizens. The process included a number of public meetings, a citizen planning team, surveys and city staff input. In all more than 1000 citizen hours went into the creation of this small-area plan.

## East Bypass Area Planning Process

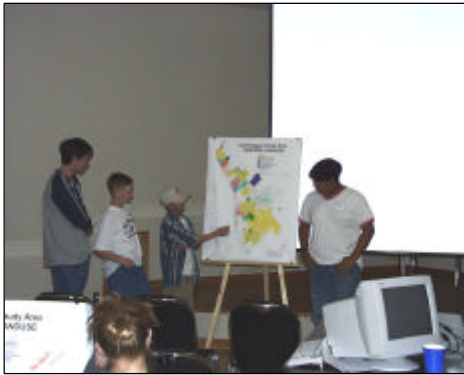


In December 1999 an organizing meeting was held with representatives from the area neighborhood associations. The associations were vital in publicizing the public meetings. The East Bypass project kicked off in January 2000 with a large public meeting. More than 180 residents and property owners attended. Through small group processes they were asked to identify things that they liked and did not like in their neighborhoods.



A Citizen Planning Team was formed with volunteers from the area to work on the plan. This group of 17 residents met over a 6 month period to frame the issues, create objectives and develop action recommendations. They completed a final review and recommendation of the plan. Much of the final plan is a result of the hard work of these citizens.





In April the Youth Vision! project was held to involve youth from the area in the planning process. Through pre-event activities and a half-day workshop the youth explained their concerns and described their vision for the future of their neighborhoods. The results of the Youth Vision! project are in Appendix III and many of their comments were turned into Action recommendations that are included in the plan.

After draft Objectives and Action recommendations were created, a series of neighborhood meetings were held to get resident input before the final product was compiled. The four neighborhood meetings were held in May and more than 150 residents attended. A visual quality survey and written questionnaire were also used to get citizen input. The survey and questionnaire results are in Appendices I and II.

The City Departments were represented through the Neighborhood Service Team. The NST provided technical guidance and expertise to the Citizen Planning Team throughout the process and performed a final technical review of the plan before it was presented to the residents.



A final large public meeting was held on August 22. More than 180 residents attended the open house to review the final plan. A ballot taken at the meeting received the following responses:

Will implementation of this plan and its recommendations address concerns in your neighborhood?      YES    83%      NO 17%

Do you feel there were adequate opportunities for citizen participation in this project?      YES    91%      NO 9%

How would you rate the overall process and results of this project?  
EXCELLENT 22%      GOOD 61%      FAIR 16%      POOR 1%

Would you recommend that the City Council adopt this plan and implement the recommendations?      YES    77%      NO 23%

## **Organization of the Plan**

This planning document has four major sections that describe the East Bypass Area, the planning process and its results. Section II is a profile of the East Bypass Area. It includes a physical and demographic overview of the area. Section III highlights five significant projects or concepts that were developed as part of the plan. The concepts are described in detail. Section IV contains the objectives and action recommendations. These are the specific actions that were developed to address the concerns and issues identified. Section V is an action chart that details which organizations will be responsible for implementing the action steps and a timeline for doing so. Finally, the appendix includes results from the Youth Vision! project and survey results.



# EAST BYPASS AREA PROFILE

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The East Bypass area consists of several single-family neighborhoods and commercial properties located on the east side of Highway 6. The study area is bounded by Highway 30 to the north, Carter Creek to the east and Rock Prairie Road to the south. This area includes the Windwood, Raintree, Emerald Forest, Foxfire, Sandstone, and Woodcreek neighborhoods.

**The East Bypass Area is approximately 2500 acres and includes the following:**

- 1,432 acres of vacant/undeveloped land (almost 58% of the area)
- 622 acres of Single-Family Residential
- 114 acres of Office and Commercial uses
- 51 acres of parks and greenways including 5 public parks
- 26 acres developed as Religious Institutions
- 650 acres of flood plain (approx. 26% of the land area).
- 32 miles of paved streets running through the developed areas, consuming more than 200 acres of land.



The East Bypass Area has experienced tremendous growth over the last 20 years. The population has increased 73% in the last 10 years alone. There are now approximately 4,170 residents occupying 1,370 single-family homes. Single-family development is slowing down with 66 permits issued for new homes and 48 permits for home remodeling in 1999. Although still small, the number of rental properties has continued to grow in recent years. It is estimated that 15% of the houses are rented while 85% are owner-occupied.

There are eight Neighborhood Associations serving this area. They are all registered with the City's Neighborhood Partnership Program.

- Amberlake
- Emerald Forest
- Foxfire
- Raintree
- Sandstone
- Shadowcrest
- Stonebridge
- **Windwood**



# Study Area Map

# **EAST BYPASS PLAN HIGHLIGHTS**

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This section highlights five major projects or programs being recommended as part of the East Bypass Plan. These will be implemented through a series of action steps described in the next section of the plan. The five projects or programs are:

**Traffic Calming**

**Windwood Access and Mobility**

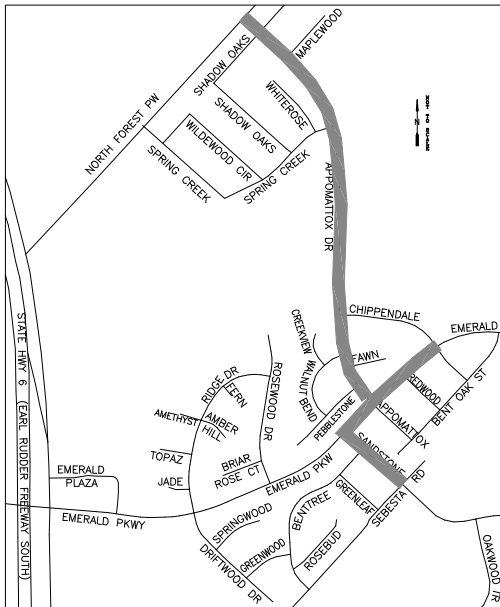
**Raintree Frontage and Gateway**

**Managing Future Development**

**Trail System and Greenways Plan**

Non-neighborhood cut-through traffic, speeding traffic and traffic volumes are major concerns in this area. Residents are very sensitive to traffic in their neighborhoods. These neighborhoods were all built with wide collector streets running through the middle of the neighborhood and carrying most of the neighborhood traffic. Residents agree that traffic calming measures are needed to address these concerns. Speeding and traffic issues were identified in each neighborhood. The following maps show the areas that were identified by residents as having speeding and traffic problems.





Emerald Forest



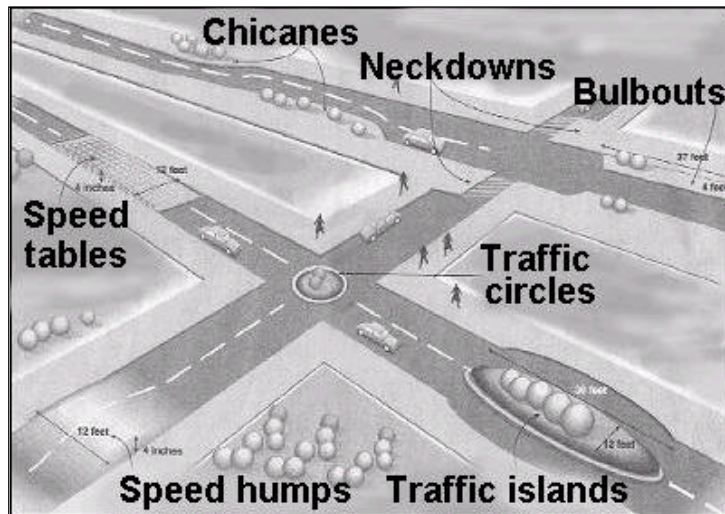
Typical wide collector through neighborhood

### Recommendations

A traffic calming program is needed to address neighborhood traffic problems. The program would develop neighborhood traffic calming plans and implement traffic calming projects. The areas identified in this plan should be considered for development of the first traffic calming plans.

Development of traffic calming plans will require comprehensive data collection in neighborhoods. Traffic counts and speeds will help determine the eligibility and priority of traffic calming in neighborhoods and serve as the foundation for developing a traffic calming plan.

Traffic Calming Plans will include a combination of numerous measures to minimize the negative impacts of traffic and the cost will vary widely depending on the types of measures used. Such measures may include, but are not limited to, speed cushions, speed cushion /median combination, speed humps, raised intersections, traffic circles, chicanes, curb extensions, all-way stop signs.



Source: *USA Today*



Traffic calming plans for the East Bypass Area should be developed on a neighborhood basis (as opposed to a street by street basis) using a highly participatory process and focusing on the issues identified in this plan. The key to successful traffic calming implementation is resident participation. Staff will need to work with each of these neighborhoods to design and implement the most acceptable solutions.





# Windwood Access and Mobility

## Existing Conditions

Windwood is a single entrance neighborhood with the only access being on Highway 30. Increased traffic on Highway 30 has made it very difficult for residents to safely turn left out of the neighborhood and go west into town. Future development on Highway 30 will likely increase the problem. A traffic signal is not technically feasible due to the close distance of the Highway 6 intersection. In addition, it is likely that Highway 30 will be widened to four lanes with a median in the future. The Appomattox Drive connection was removed from the Thoroughfare Plan with adoption of the Comprehensive Plan, leaving no future connections on the plan. Residents fear the creation of a second entrance to the neighborhood because it could allow non-neighborhood traffic to cut through the neighborhood. As the existing entrance becomes more dangerous and congested, it will become necessary to develop alternative access to the neighborhood.

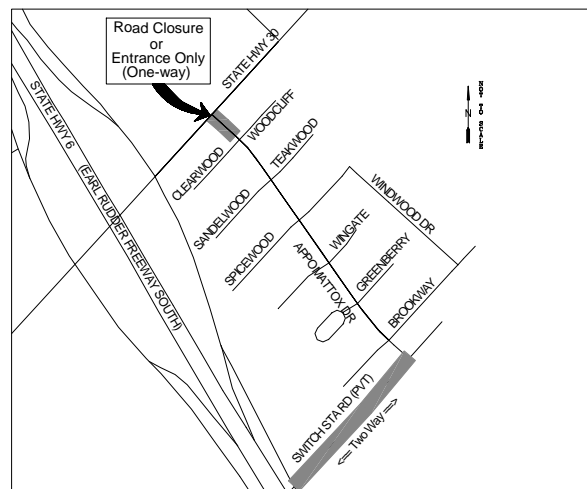


## Recommendations

A traffic plan for the neighborhood needs to be developed. The residents need to be heavily involved in the development of this plan. Three possible options for providing alternative access to Windwood were developed. These options are all designed to provide safe and efficient access to the neighborhood while preventing non-neighborhood traffic.

### Option 1 – Open Switch Station Rd and close existing entrance or change to one-way

Switch Station Road is a private road owned by the City which currently runs from the Highway 6 feeder road to the City's electrical switch station located adjacent to the neighborhood. It provides a logical connection from Appomattox Drive to the feeder road. Switch Station Rd. would be a two-way street providing the only



access to the neighborhood. The existing entrance would be closed to prevent non-neighborhood traffic. Another alternative would be to change the existing entrance to one-way in only.

This option is advantageous because it is relatively inexpensive and simply creates a different entrance to the neighborhood. The new entrance would be significantly safer and would prevent non-neighborhood traffic. This option could be inconvenient for residents due to the one-way frontage road. This will also add some traffic to the intersection at the frontage road and Highway 30, which is already congested at peak times.



Switch Station Rd. at Highway 6

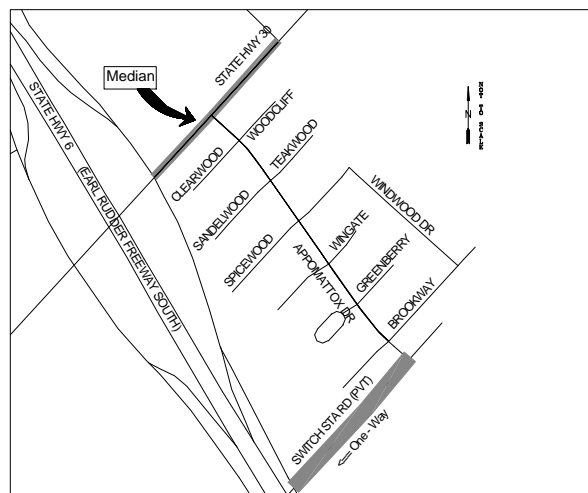


Appomattox Dr. at Switch Station Rd.

### **Option 2 - Open Switch Station Rd and make it one-way**

Similar to Option 1, Switch Station Rd. would connect Appomattox Drive to the Highway 6 feeder road. Making this road one-way only would provide an alternate safe exit from the neighborhood without allowing traffic to cut through.

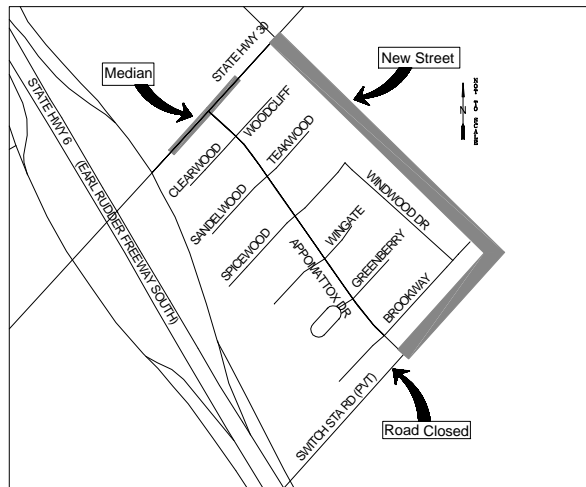
This option is also inexpensive and provides a safer exit from the neighborhood. A future median on Highway 30 would prevent non-neighborhood traffic. One negative aspect is the potential for residents to go the wrong way on the one-way street. Also, the City's utility trucks would have to use Appomattox Drive to get to the electrical switch station.



### Option 3 - Build a new street on the east side of Windwood

A new street could be built on the east side of Windwood that would connect Highway 30 to the south side of Appomattox Dr. This would provide a second safer entrance to the neighborhood and prevent non-neighborhood traffic. The intersection at Highway 30 could potentially be signalized.

This option could also be used to address several other issues. The road would change the drainage directly east of Windwood and could alleviate some of the flooding problems. This road could also be used to provide access to the greenways and trail system that is proposed for the East Bypass Area. However, this is also the most expensive of the options.



# Raintree Entrance and Frontage

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## Existing Conditions

Raintree is a single entrance neighborhood with Raintree Drive intersecting the Highway 6 frontage road. Most of the land adjacent to the neighborhood has remained vacant. The vacant property on both sides of Raintree Drive along Highway 6 and north to Wolf Pen Creek are under increasing pressure for development. Residents have expressed great concern about the impact of this development on their neighborhood and have opposed recent rezoning cases. The Land Use Plan shows mixed-use for the properties along Highway 6 adjacent to Raintree. However, the Zoning Ordinance does not provide a list of permitted uses for this classification, causing some uncertainty for residents. There is also considerable concern about the aesthetic impact of development on the neighborhood entrance.

Raintree Drive is a wide collector that runs the length of the neighborhood. Speeding on this street has become an issue, especially as it passes Raintree Park. Raintree Drive becomes Southwest Parkway as it crosses Highway 6. This bridge is the only designated bike and pedestrian route that crosses the bypass, however, the signalized intersection in front of Raintree is not safe for pedestrians or cyclists. There is not a pedestrian signal or crosswalk and the concrete barrier and curved sidewalks force people to cross at a location away from the signal.

The Raintree Neighborhood Association has been trying for years to gather the resources to improve their entrance and construct a neighborhood sign. For many years TxDot right-of-way issues have prevented any development. These issues have been resolved and the residents have organized a committee to work on this issue.



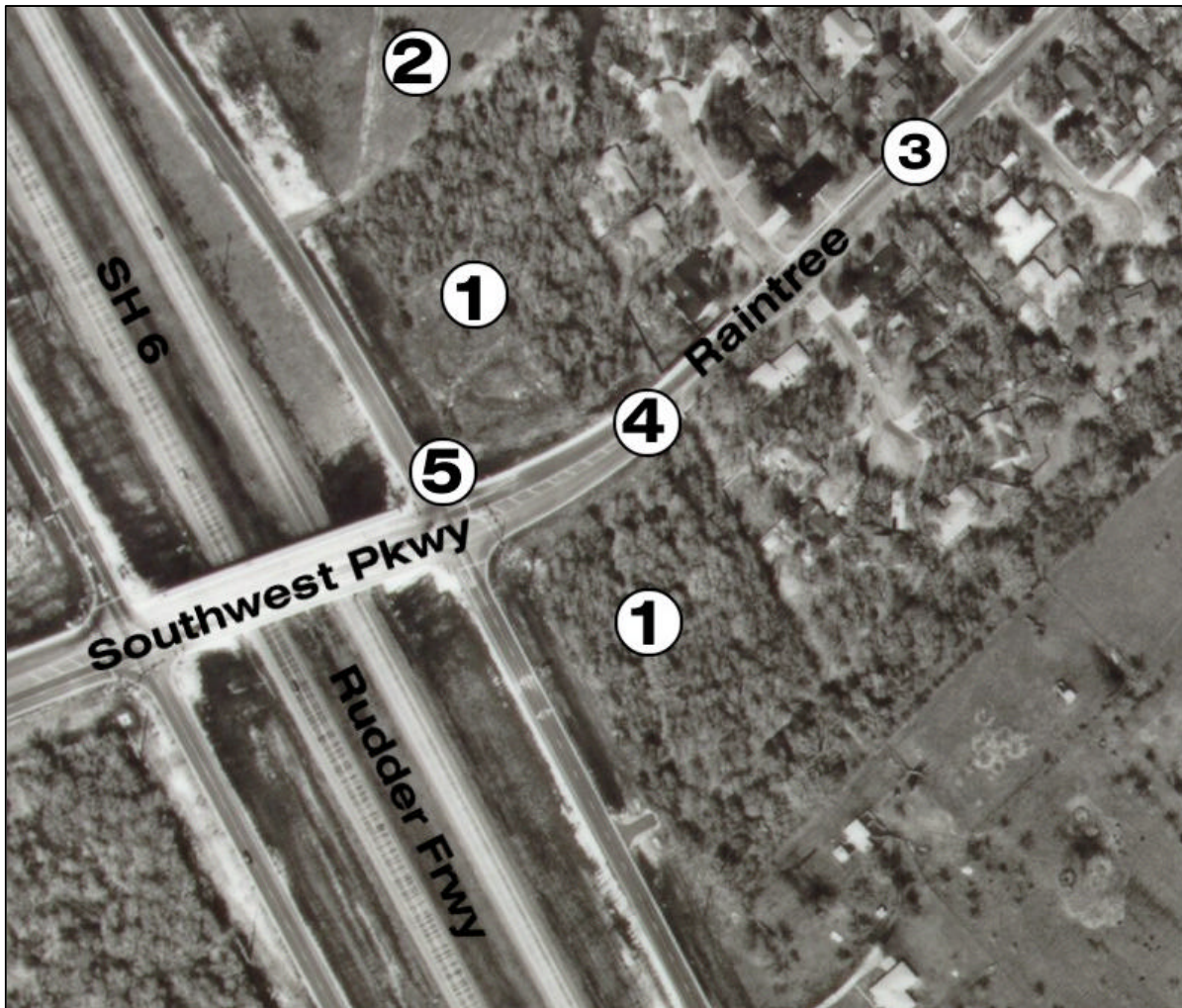
Exiting Raintree on Raintree Drive



Intersection of Raintree Drive at Highway 6



## Proposed Improvements around Raintree

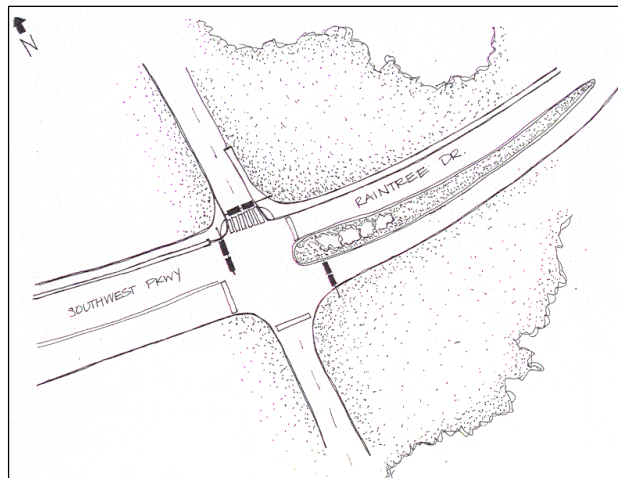


- ① – These areas should be developed at a low intensity. Preferred land uses for this area include low impact office and limited neighborhood retail (excluding service stations).
- ② – This area should be developed at a low intensity. Preferred land use for this area includes single-family homes and associated uses. The greenway adjacent to Wolf Pen Creek should be preserved.
- ③ – Traffic calming measures are needed to mitigate speeding traffic.
- ④ – A median should be built and used to develop a Raintree gateway with landscaping and signage.
- ⑤ – The signal needs to be redesigned to be more pedestrian/bike friendly. The sidewalks need to be realigned. Pedestrian signals and crosswalks need to be added.

## Recommendations

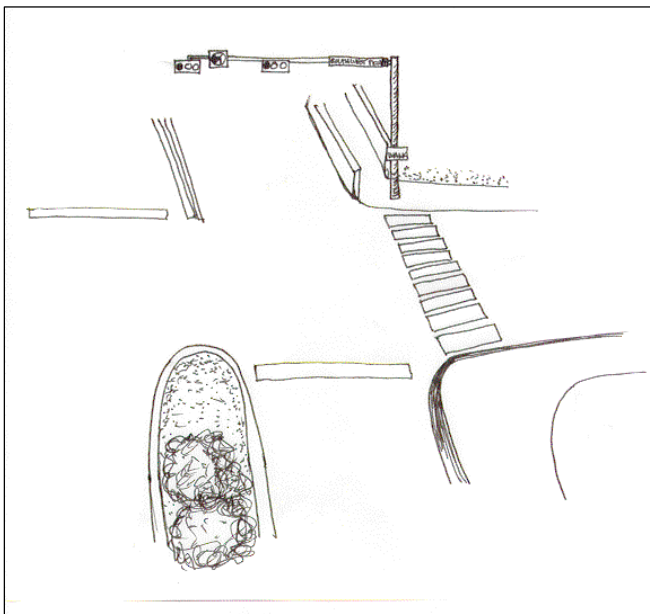
The implementation of an Overlay Zoning District (discussed later in this section) should help resolve the concerns about future development. The residents have stated that they would prefer that most of this land at the entrances to the neighborhoods be preserved or at most be developed as low impact professional and office buildings (1). The area directly to the north along Wolf Pen Creek could be developed under several different scenarios depending on the design and sensitivity to the existing neighborhood (2). Traffic calming devices on Raintree Drive are needed to help reduce speeding concerns (3). The main areas of traffic concerns are toward the entrance of neighborhood, in front of Raintree Park and at the intersections of Wilderness Drive. Medians will also improve the entrance to the neighborhood and provide a location for a neighborhood identification sign (4). Raintree Drive has been identified as a location for implementing traffic calming when a program is developed. The medians could be done as part of a traffic calming program or coordinated with new development on the vacant tracks. The Raintree Neighborhood Association has organized a committee that is designing a neighborhood sign and will be applying to the Gateway Grant Program for funds.

The existing entrance to the Raintree neighborhood does not have a gateway with signage or landscaping. A median at this location would provide a place for an attractive entrance. The Raintree Neighborhood Association needs to apply to the Neighborhood Gateway Grant program





Pedestrians cannot safely cross this intersection at the signal. The sidewalk design forces them to turn the corner and then cross the frontage road. Also, there are no pedestrian signals for crossing or a designated crosswalk.



The signalized intersection in front of Raintree needs to be made pedestrian and bike friendly. Crosswalks, pedestrian signals and a small change in the design of the crossing will improve the situation.

# Managing Future Development

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Almost 60% percent of the land in the East Bypass area is vacant and a significant portion is under pressure for development. Future land uses and the potential impacts of future development are a primary concern for residents of the area. Residents also expressed concern about the quality of future development. This includes the aesthetics, functionality and design of the development. The emphasis of these recommendations includes controlling the intensity and quality of future development as well as regulating the type of land use.

The existing Zoning Ordinance and development regulations are going through a revision process and it is expected that some of the changes made through that process will address some of these issues. However, there are some issues that are specific to the East Bypass area and cannot be addressed through city wide ordinance changes. The current development process creates some uncertainty for residents and developers in the East Bypass area. These recommendations are intended to help reduce the uncertainty.

## Land Use

The Citizen Planning Team conducted an exercise to consider alternative land use scenarios. The results of this exercise can be found in Appendix V. Through this process the Land Use Plan was refined and a few changes recommended. These changes include:

- The corners of Stonebrook and Rock Prairie Rd. from low density residential to mixed-use.
- The northern corner of Sebesta Rd. at the Highway 6 feeder from commercial to mixed-use.
- Property on the south side of North Forest Parkway adjacent to existing residential development from mixed-use to single-family residential.

Although proposed changes to the Land Use Plan appear minor, there are significant additional recommendations related to land use. The Land Use Plan shows most of the undeveloped land along Highway 6 as Mixed-Use. This category allows for a broad range of uses, and most participants agreed that a variety of land uses might be acceptable depending on how they are designed and developed. This category allows greater flexibility and it has been the City's policy to require PDD zoning for development proposals in this area. However, the flexibility of Mixed-Use creates uncertainty regarding allowable future land use and development standards. The land use recommendations include clarifying which uses are acceptable in Mixed-Use areas along the East Bypass. The Comprehensive Plan provides some guidance with Land Use Objective 2.3 which states that the City should "encourage compatible in-fill development in areas between neighborhoods, such as neighborhood retail"; and Land Use Objective 3.2 "encourage compatible in-fill development, such as small-scale



neighborhood retail, adjacent to residential neighborhoods with appropriate buffering.” The East Bypass Plan makes the following land use recommendations:

Preferred Mixed-Use developments:

Administrative / professional offices  
Neighborhood stores  
Restaurants  
Religious Institutions  
Senior living facilities  
Single family residential  
Mixed-use developments combining the above uses

Discouraged Mixed-Use developments:

Large scale retail centers / big box commercial  
Automobile dealerships  
Gasoline and service stations  
Apartment complexes / student housing

Zoning

In addition to land use, the rezoning of properties shown as Mixed-Use on the Land Use Plan is a concern. It has been the City’s policy to require PDD zoning for developments proposed in these more sensitive infill areas. The plan recommends that the City continue this policy to allow flexibility for the developer and a higher level participation and review by citizens.

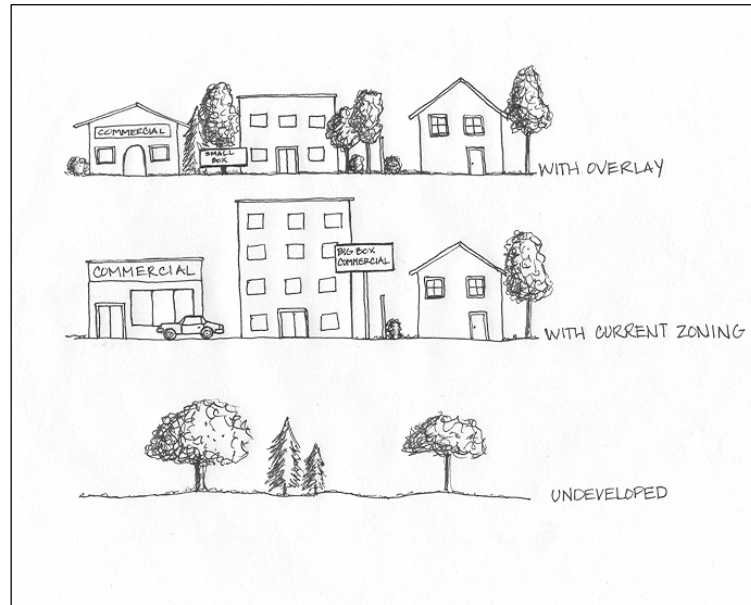
Overlay Zoning - Additional Development Standards

While PDD zoning provides great flexibility, it also creates uncertainty for residents. Because there are fewer defined development standards, residents are skeptical about the design and impact of each development project. The plan recommends that additional development standards be created and applied to PDD’s and all development in this area. The recommended tool for applying these standards is an Overlay Zoning District.

The development of an Overlay District also serves to implement the Comprehensive Plan. Adopted in the Comprehensive Plan is a conceptual Urban Design Plan for the East Bypass Area. It includes dimensioned design elements which the Overlay would help implement. In addition, Land Use Objective 8.6 of the Comprehensive Plan states that the City should “designate the East Bypass as a ‘special district’ to protect existing and future residential developments from adjacent incompatible uses.” The implementation of an Overlay District will implement this objective.

This sketch shows how an overlay can be used to create additional development standards such as:

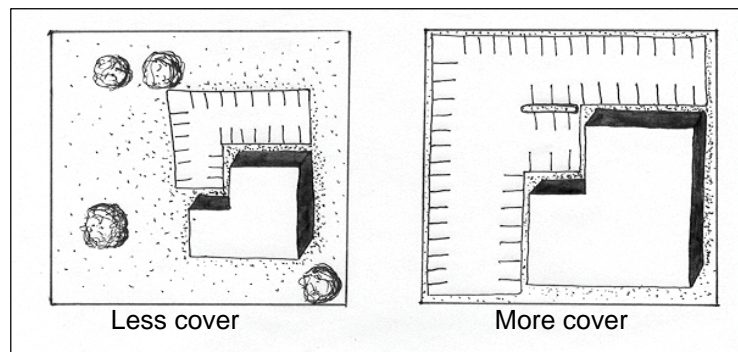
- Buffering between uses
- Lower building heights
- Different sign locations
- Shorter and smaller signs
- Aesthetic commercial buildings



The East Bypass Plan also recommends that the development standards be performance based. Performance zoning is based on the belief that the impacts of development are closely related to the *intensity* of the development. Controlling the intensity of a development will control its impacts. This Overlay District would be used to regulate the intensity of future development and address the impacts of development. This plan recommends that development of an overlay district be made a priority to address the continuous concerns of development. Here are some of the standards that could be required with an Overlay Zoning District:

Citizen Participation - requirement would ensure citizen involvement in the rezoning process. Developers would be required to hold a meeting with the surrounding neighborhoods to explain the proposed development. This would give residents the opportunity to become informed prior to the public hearing. Developers would also have a chance to hear residents' concerns and consider changes to the proposal. Making sure all parties are well informed will reduce confusion and tension at public hearings. The current policy is to encourage neighborhood meetings, but they are not required.

Impervious surface ratio – measures land use intensity by regulating the amount of land that can be covered with buildings or pavement. This can improve the aesthetics, create more open space and reduce water run-off.

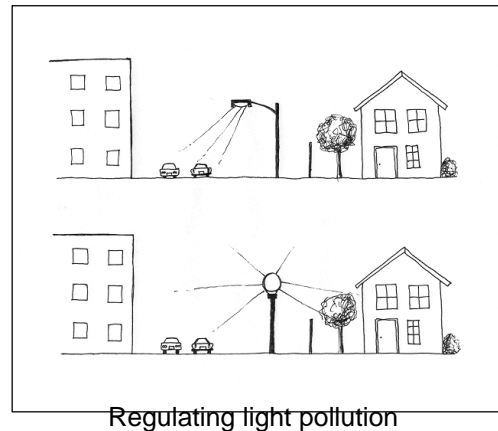


Floor area ratio (non-residential) – measures land use intensity by regulating the floor area compared to the area of the site. This is similar to regulating density in residential areas.

Traffic generation – usually measured in trips per acre per day. This can be used to prevent high traffic developments in sensitive areas or to require additional standards to mitigate increased traffic.

Lighting – the height, type and candlepower of lighting can be regulated to prevent spillover of light on adjacent land uses.

Maximum height – regulates the height of proposed buildings. Typically the allowable height is determined by the proximity to existing homes. The closer the building is to existing houses, the lower the building height.



Signage – additional sign requirements can regulate the height, size, location and colors on signs.

Because the East Bypass Area is large and diverse, one set of rigid criteria may not be appropriate for all properties. Instead, different intensity levels may be acceptable to allow different levels of development. The levels of intensity are controlled through variations of the performance standards. As a development increases in intensity, the development standards would also intensify to mitigate the impacts.

### Buffers

Developers would be required to create buffers between different land uses to mitigate impacts on adjacent properties. The size of the buffer would depend on the intensity of the development and the adjacent property. A more intense development would be required to provide a larger buffer. This could be included as an element of the Overlay District described above, or it could be incorporated in the Zoning Ordinance and applied to all development. Preliminary recommendations from the current ordinance revision process recommend this. It is also stated as an objective in the Comprehensive Plan (Land Use Objective 2.1).

### Aesthetics and Design Standards

The survey of participants indicated that the aesthetics of future development are a primary concern. There are many factors that contribute to the appearance of a development. The visual quality survey conducted at neighborhood meetings helped reveal some of the elements that citizens are concerned about. They include site design elements (such as arrangement of parking, building placement and access), building aesthetics (including materials, colors and architecture), as well as landscaping and screening. Standards for addressing these concerns are commonly used across the nation. The plan recommends that design elements be reviewed and that some standards be either added to existing ordinances or included in the proposed Overlay Zoning district.

# Trail System and Greenways Plan

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## Summary

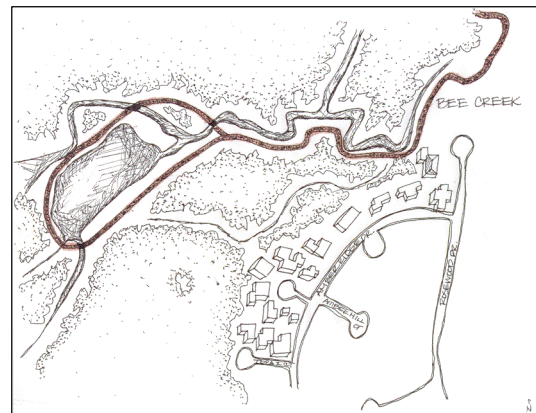
The East Bypass area is bordered to the east by Carter Creek and includes sections of Bee Creek and Wolf Pen Creek. The Comprehensive Plan and Greenway Master Plan both show these areas as future locations for a trail system that would connect parks and neighborhoods. The neighborhoods in the East Bypass area are currently not connected, making travel between neighborhoods difficult. There is a need for a trail system that would connect neighborhoods and parks with each other and the rest of the community.



The youth especially need a trail system that would allow them to travel between neighborhoods and parks without using streets. In addition, the acquisition and development of greenways would also meet the needs for open space, natural habitat preservation, flood control and recreation in the area.

## Recommendations

A parks design class from Texas A&M conducted an inventory and analysis of the area and produced some trail system concepts. Their research and concepts were used to help create a conceptual plan for a trail system in the East Bypass area. The plan includes walking trails and bike routes that connect all of the neighborhoods and parks in the area.

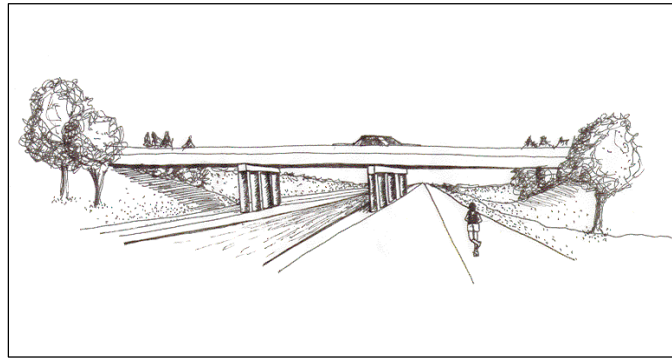


Trail through utility easement

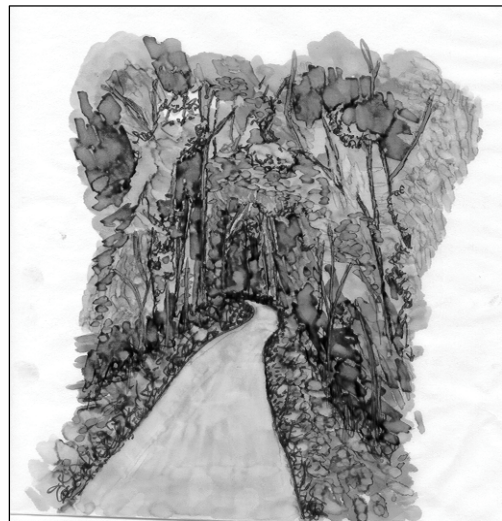
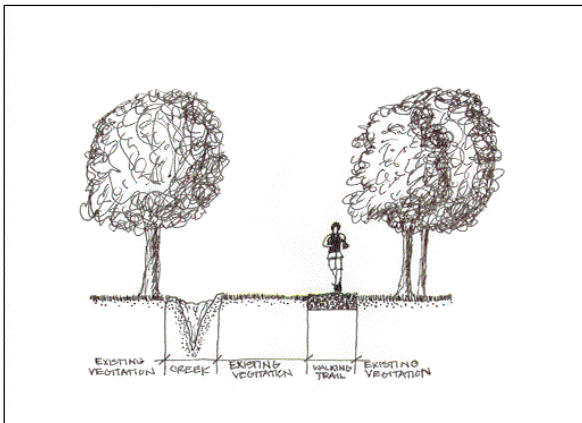
The large utility easement controlled by Gulf States Utilities is central to the trail system. A future connection at the north end of the area would provide access to Veteran's Memorial Park and a connection on the south end could go all the way to Lick Creek Park.



Implementation of this plan would occur over time. Some of the land would be acquired through the Greenways program or development dedications. In some cases an easement could be obtained to allow access without acquiring the property. Once access to the land is gained, a more detailed plan with actual design elements needs to be developed. Funding for construction of the trails system would have to be found. A variety of possible sources have been identified including grants from Texas Parks and Wildlife and TEA-21 (Dept. of Transportation) and bond funds. Local volunteer groups such as the Brazos Greenways Council could help raise funds and do some of the trail development.



Trail along Bee Creek under Appomattox Drive



# TRAIL SYSTEM MAP

# OBJECTIVES AND ACTION RECOMMENDATIONS

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The East Bypass Plan is organized into six planning elements or themes:

**Land Use**

**Neighborhood Integrity and Appearance**

**Traffic and Mobility**

**Citizen Participation**

**Parks, Open Space and Environment**

**Public Safety and Code Enforcement**

Each section describes Objectives that were developed by the Citizen Planning Team to address the issues and concerns identified by residents. Under each Objective is a list of specific Actions developed to implement the stated Objective. There are 24 Objectives and 78 recommended Actions in the East Bypass Plan.

The Objectives and Actions are categorized by topic, but are not listed in order by priority. The Action Implementation Chart in the following section provides more detail about the organizational responsibility and timeline for implementing each Action.



# LAND USE

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*“I am afraid growth will be so staggering that it will have a dramatic negative impact on the environment and the area. It is a really nice place to live.” - Resident*

*“Like it or not, the frontage roads on the Bypass are going to develop commercially and personally believe commercial development is good if it is controlled growth.” - Resident*

*“I prefer it not look like Houston with businesses all along every inch.” – Resident*

*“More control, get tough. The city needs to be more restrictive in controlling developers.” - Woodcreek resident*



## Summary

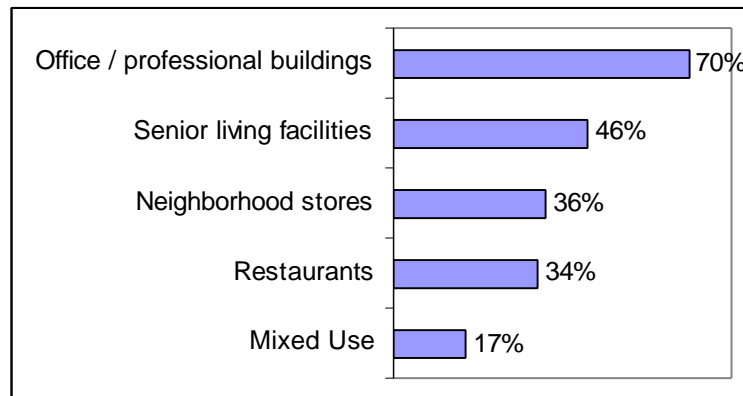
Almost 60% of the approximately 2500 acres in the East Bypass area is currently undeveloped. Because of this, future development is one of the major issues for current residents. A large amount of undeveloped property fronts on Highway 6 and is under pressure for commercial development. Residents continually express concerns about maintaining quality of life & property values by limiting the intensity and impacts of commercial & multi-family development. At the same time, residents recognized the need for landowners to develop their land in an economically feasible manner. The recommendations seek a balance between these needs. The issues include determining acceptable land uses, mitigating the impacts of development and improving the quality of development.

<u>Land Use</u>	<u>Existing</u>	<u>Future</u>
Rural or Vacant	57.8%	0%
Single Family	25.2%	46.2%
Parks & Open Space	2.1%	22.9%
R.O.W	6.7%	9.8%
Mixed Use	0%	12.4%
Institutional	3.5%	3.5%
Commercial Amusement	1.0%	0%
General Retail	0.1%	0.3%
Office	3.6%	4.2%
Multi-family	0%	0.7%

### Land Uses

The existing Land Use Plan shows most of the undeveloped land along Highway 6 as Mixed-Use. This category allows greater flexibility and it has been the City's policy to require PDD zoning for development proposals in this area. However, the flexibility of Mixed-Use and PDD also create a degree of uncertainty for future land use and the standards for future development. The land use recommendations include clarifying the definition of Mixed-Use and standards for PDD zoning districts.

When asked what land uses (besides single-family) would be most suitable and beneficial, top responses included:



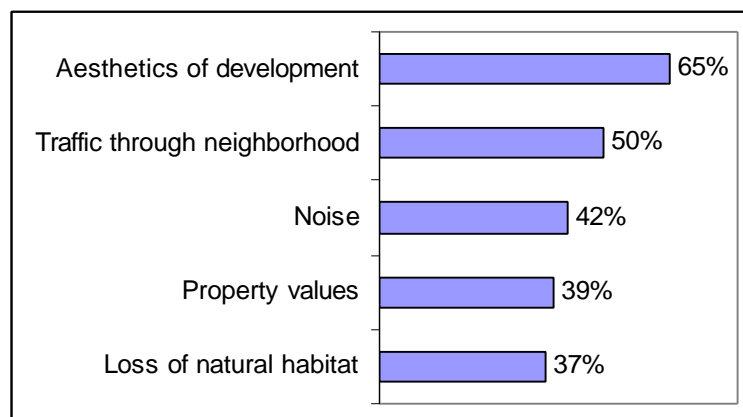
Also of significant importance is the preservation of floodplains and open spaces. This preservation serves multiple purposes including flood control, natural habitat, scenic quality and opportunities for recreation. More discussion on open space preservation can be found in the Parks, Open Spaces and Environment section of this plan.

#### Impacts of Development

Most residents agreed that a variety of land uses might be acceptable depending on how they are designed and developed. How future development interacts with and impacts existing development is the issue.

**94% of participants agreed that without significant growth management, new development would negatively impact the community's quality of life.**

When participants were asked to list their top three concerns about development of vacant land the responses included:



Better and clearer performance standards for development need to be created to mitigate potential impacts and ensure harmonious development.

### Quality of Development

In addition to controlling the impacts of development, residents clearly expressed concerns about the quality of the development. Most of the emphasis was on visual quality. Forty-six percent (46%) stated that development has had a negative impact on the scenic quality of College Station.

The developments that are visible from Highway 6 will affect the character of the entire community. Sixty-five percent (65%) listed the aesthetics of future development as a primary concern. It is important to regulate the placement, design, color and architecture of future buildings as well as landscaping to ensure that future development contributes to the scenic quality and character of the community. A visual survey was conducted to help determine the community's visual preferences. The results of the visual survey can be found in Appendix I.

The following were stated as being most important for managing growth and future development:

- Improve the visual quality and character of commercial, retail and office areas.
- Control the character of single-family residential development.
- Improve the quality and character of streets, sidewalks, lighting and street trees.
- Protect the natural environment and open space while allowing new development.

# **Existing Land Use Map**

# **Future Land use Map**

# **Zoning Map**

# **Floodplains Map**



## Objectives and Action Recommendations

\*Items that are being reviewed by consultants through current ordinance revision process.

**Objective 1:** **Ensure that future development is compatible with existing residential neighborhoods.** Assessing the impacts of zoning proposals on traffic, property values, light, noise and quality of life and providing better transitions and buffers between residential and non-residential land uses.

**Action:** Develop an Overlay District to mitigate impacts of development on existing neighborhoods and protect the visual quality of the corridor. The zoning overlay could address issues such as citizen participation, buffers, building heights, traffic and access, landscaping and aesthetics / design of commercial development, light and other nuisances.

**Action:** Change the Development Permit process to minimize speculative clearing and filling of land and discourage speculative rezoning requests.\*

**Action:** Develop clearer development requirements and performance standards to be used with the PDD zoning district.\*

**Action:** Develop buffer requirements to mitigate impacts of development on residential properties and protect the aesthetic quality of the area.\*

**Objective 2:** **Ensure that future land uses are compatible with existing neighborhoods and uses.** Maintain predominantly single-family residential housing and associated uses. Encourage retail and office developments that serve and benefit neighborhoods.

**Action:** Ensure that all future rezonings are consistent with the Land Use Plan and policies in the Comprehensive Plan.

**Action:** Consider rezoning properties that are not currently zoned consistent with the Land Use Plan. Identified properties include:

- C-1 in front of Woodcreek
- C-1 between Sebesta Rd. and Hwy 6
- C-2 on corner of Rock Prairie Rd. and Hwy 6
- C-3 on corner of Stonebrook and Rock Prairie Rd.

**Action:** Define preferred and acceptable mix of land uses that should be allowed in the Mixed-Use areas. This should include discouraging traditional apartment complexes and large-scale / big box commercial developments in the East Bypass area. Preferred uses include neighborhood retail development that serves the local area and office development with features that minimize impacts.

**Objective 3:** **Prevent development from impacting drainage and flooding in existing areas and maintain drainage infrastructure.**

- Action:** Implement the Greenways Master Plan. Preserve floodplains as greenways and wildlife preserves to prevent flooding and provide for open space and connectivity.
- Action:** Amend drainage ordinance to discourage reclamation of 100 year floodplain as per Greenways Master Plan and Comprehensive Plan.
- Action:** Develop regional coordination of drainage plans
- Action:** Identify problem areas and work with neighborhood groups to solve.
- Action:** Provide maintenance of drainage infrastructure and creeks to prevent flooding and educate residents and assist (information resources) neighborhood groups in maintenance of drainage facilities and structures.

Objective 4: Address urban design issues that will ensure visual quality and pedestrian friendly development. **Neighborhood discussions and the visual survey brought to light several design issues including: sidewalks should be separated from the curb, place parking to side or rear of buildings, garages should be set back farther than the house, prevent mailboxes from interfering with sidewalks, allow smaller front setbacks where automobile access is in the rear of the property. On commercial properties address access, parking lot arrangements, building placement and aesthetics.**

- Action:** Incorporate urban design elements into commercial standards.\*
- Action:** Incorporate urban design elements into residential standards.\*
- Action:** Incorporate urban design elements into subdivision standards.\*

## NEIGHBORHOOD INTEGRITY AND APPEARANCE

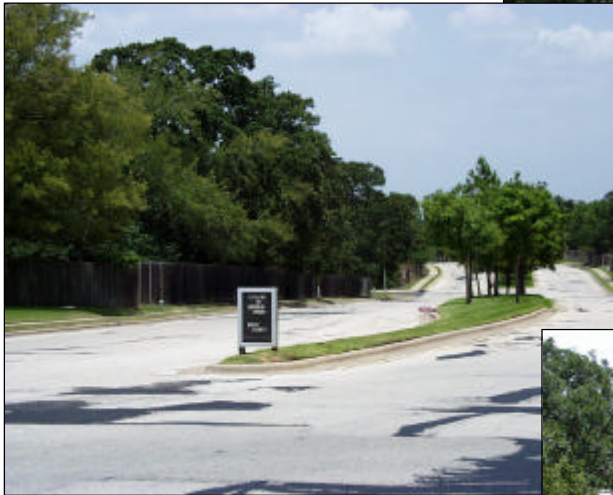
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*“I moved from a townhouse I loved because students drove me out. I wish we could keep the students out of homes in Raintree.” – Raintree resident*

*“We need to preserve the quality of life as it relates to single-family lifestyles.” - Resident*

*“I am concerned with what could possibly happen as far as having too any signs along the highway.” – Resident*

*“Pick up the litter at intersections on the highway!” – Windwood resident*



## Summary

Residents often relate quality of life to the character and appearance of their neighborhood, or how their neighborhood “feels”. The increasing infiltration of student housing into the neighborhoods is seen as the greatest threat to neighborhood integrity. In some areas long time residents are in search of a better quality neighborhood.

**87% stated that student housing has had a negative impact on single-family neighborhoods**

One issue is the physical impact of students on properties. Yard and house maintenance are minimal and impact property appearance even when it is in compliance with codes. House interiors are degraded as well decreasing the appeal to future home buyers. This impact on multiple properties begins to affect property values and can lead to an overall decline of the neighborhood. Adding to this are daily nuisance issues. Noise, litter, parked cars, speeding and a general clash in lifestyles detract from the “family character or feel” of a neighborhood. This can drive away families and home owners and contribute to neighborhood decline.

In addition to student housing concerns, community appearance issues exist. Issues include increasing signage on Highway 6, litter on Highway 6, landscaping and the clearing of mature trees for development.

## Objectives and Action Recommendations

**Objective 1:** **Promote and protect the unique character and integrity of each neighborhood.** Neighborhoods want to further promote their identity.

**Action:** Develop and maintain attractive neighborhood gateways. Neighborhood groups should apply to the Neighborhood Gateway Grant Program. Potential gateway improvements include Raintree and Emerald Forest at North Forest Parkway.

**Objective 2:** **Encourage homeowners and occupants to maintain their properties for appearance and safety.** Individual property owners need to be made responsible for the condition of their property. Neighborhoods should help improve and maintain the appearance of their neighborhoods.

**Action:** Neighborhood groups should hold clean-up projects and other activities including educational workshops.

**Action:** Neighborhood groups and City Code Enforcement should work together to achieve code compliance and address problem properties and repeat offenses.

**Objective 3: Address issues related to student and rental housing in single-family homes and promote owner occupied housing.**

**Action:** Neighborhood groups and City Code Enforcement should work together to achieve compliance and address problem properties and repeat offenses.

**Action:** Investigate ordinance and policy changes to direct the location of student housing and mitigate impacts.\*

**Objective 4: Protect the community's appearance and address issues.**

**Action:** Investigate creating and enforcing time limits on political signs.

**Action:** Review ordinance to minimize height of signs along Highway 6.\*

**Action:** Address increased litter on roads.

**Objective 5: Enforce high quality landscaping and tree preservation in developing areas.**

**Action:** Investigate creating a program to provide low cost trees and tree planting education program.

**Action:** Review landscaping ordinance for changes and additional tree preservation requirements or incentives.\*

**Objective 6: Preserve and protect the aesthetic qualities and character of the Highway 6 corridor.**

**Action:** Conduct a Highway 6 corridor study to address issues of access, development and visual quality through the whole corridor.

**Action:** Encourage coordinated landscaping projects with Brazos Beautiful and TxDot.

# TRAFFIC AND MOBILITY

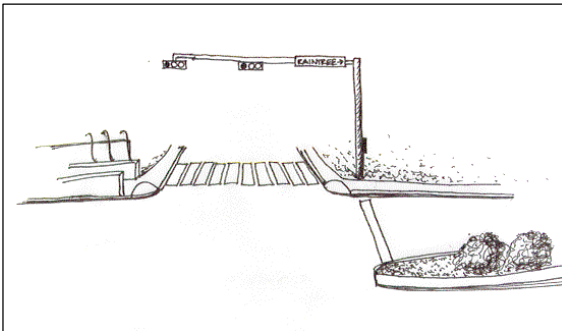
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*“We need bike – walkways within and between neighborhoods.” – Emerald Forest resident*

*“I am a walker. Walking between subdivisions is not safe due to a lack of sidewalks or footpaths.” – Resident*

*“I am shocked at the loud truck traffic going at high speeds a few feet from my home.” – Woodcreek resident*

*“Better speed control!” – Raintree resident*



## Summary

Speeding and increasing neighborhood traffic are a major concern for residents. Every neighborhood expressed problems in specific areas. However, there was some uncertainty about the use of speed humps and other traffic calming devices. Traffic calming needs to be addressed and residents want to be involved in the process.

Outside the neighborhood, mobility was rated as a moderate problem. The daily commute to work (“rush hour”) was listed as more of a problem than nonwork trips. The traffic congestion at the Rock Prairie Road overpass topped the list of problem areas. Of those that drive to work, most have a commute time of 20 minutes or less.

Bike and pedestrian mobility is also important to residents. Streets or trails do not connect the existing neighborhoods. This makes mobility between neighborhoods difficult, especially for youth. A need exists for a trail system that would connect the various neighborhoods and parks to each other and the rest of the community. In addition only 4% stated that they could walk to a grocery store from their neighborhood, but 38% said they would if they could safely get there in 5 minutes or less.

The need for public transportation in this area appears to be low with 70% stating that they would not use it if it were available. Most residents agree that College Station needs to consider some public transportation options; however, it is not a priority in this area.

## Objectives and Recommended Actions

### **Objective 1: Implement street improvements to create safe & efficient traffic flow.**

- Action:** Encourage TxDot to implement proposed changes to Highway 6 and Rock Prairie Road interchanges as quickly as possible. Keep neighborhoods informed and involved.
- Action:** Implement North Forest Parkway improvements and keep the neighborhood informed.
- Action:** Continue implementing the extension of Rock Prairie Road. Keep neighborhood informed.
- Action:** The following streets were named by residents as needing street repairs:  
Raintree @ Shiloh, Sherman Ct., Appomattox (Windwood), Falcon Cr., Frost (at stop sign), Foxfire Dr., Waterford, Stonebridge @ Rock Prairie, Emerald Pkwy, alley between Appomattox and Sandstone, Bent Oak, Frost before Fitzgerald, Fontaine, Brittany and Waterford, Faulkner and Indian Trail.

**Objective 2: Mitigate speeding and cut-through traffic issues by implementing traffic calming measures.**

- Action:** Work with the Windwood neighborhood to evaluate design options that would allow better access to the neighborhood without increasing cut-through traffic.
- Action:** Install traffic calming measures to reduce speeding on Raintree Drive.
- Action:** Install traffic calming measures on Woodcreek Drive.
- Action:** Reduce speed limit on Highway 30 as it approaches Highway 6.
- Action:** Work with Police to enforce speed limits in problem areas.
- Action:** Investigate modifying design of future collector streets, including making them narrower and meandering, to discourage high speeds.
- Action:** Identify large truck traffic problems created by construction areas and ensure use of least intrusive routes.

**Objective 3: Plan, develop and maintain safe bike trails and pedestrian walkways.** Pedestrian and bike trails should connect neighborhoods and parks as well as connect the East Bypass area to the rest of the community.

- Action:** Implement Greenways and Bikeways Master Plans. Implement and connect to the Bike Loop.
- Action:** Develop a trail system connecting neighborhoods with each other and the rest of the community.
- Action:** Construct sidewalks to increase connections and improve pedestrian mobility and safety. Identified locations include:
- Raintree Drive
  - Wilderness Drive
  - Windwood Drive
  - Appomattox in Emerald Forest
  - Woodcreek Drive
  - Amberwood Ct., Waterford, Timberknoll
- Action:** Investigate installing crosswalks and pedestrian crossing signals at the intersection of Raintree and the Bypass.
- Action:** Improve the safety rail over the culvert on Appomattox Dr. in Emerald Forest.

**Objective 4: Address the problems associated with road resurfacing materials.** Loose gravel from street repairs is dangerous for bikers, damages cars and interferes with drainage.

- Action:** Increase street sweeping to remove gravel
- Action:** Continue to improve resurfacing and repair materials and processes.



# CITIZEN PARTICIPATION

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*“Continue involving residents with planning of areas affecting them – the new community services section is a great idea.” – Resident*

*“I hope the City will keep us all involved during the planning & zoning process for the East Bypass area.” - Resident*

*“Any future change or rezoning request should be approved by the neighborhood in a well-informed & well-organized meeting”. – Resident*

*“Publicize all open meetings for matters (such as zoning changes) that affect neighborhoods much better than in the past.” - Resident*

*“More cooperation between neighborhoods – we have a bigger voice if we all work together.” - Resident*



## SUMMARY

The neighborhoods in the East Bypass area are fairly well organized. There are eight neighborhood associations that include most of the residential homes. All eight of the associations are registered with the City's Neighborhood Partnership Program. Participation in these groups varies and all struggle at getting residents involved. Only thirty-four percent (34%) of participants attended a neighborhood meeting within the last 6 months and twenty-four percent (24%) have never attended a meeting. However, eighty-two percent (82%) voted in the last election.

**91% agree that  
neighborhood associations  
and residents are partially  
responsible for a  
neighborhood's quality of  
life**

While ninety-eight percent (98%) agree that citizen involved planning is needed to ensure a positive future for the community, poor communication and a lack of education about the potential roles of neighborhood associations and opportunities to facilitate change appear to limit participation. An overall feeling of contentment may also contribute to low ongoing participation.

# MAP OF NEIGHBORHOOD ASSOCIATIONS

## **OBJECTIVES AND RECOMMENDED ACTIONS**

### **Objective 1: Encourage citizen participation and awareness in community issues.**

- Action:** Involve residents and neighborhood groups in future planning projects.
- Action:** Improve notification for proposed developments.\*
- Action:** Require developers to meet with residents and neighborhood groups about proposed development projects.

### **Objective 2: Promote neighborhood organizations, activities and empowerment.**

- Action:** Encourage neighborhood organizations to stay involved with the City's Neighborhood Partnership Program.
- Action:** Neighborhoods should actively review, update and enforce their deed restrictions.
- Action:** Investigate organizing "Neighborhood Council" meetings with all neighborhood representatives.
- Action:** Hold an annual Neighborhood Conference for City or Annual "Block Parties" in different areas of the City to promote neighborhood awareness.

### **Objective 3: Improve communication between neighbors, neighborhoods and the City.**

- Action:** Neighborhood groups should use the Neighborhood Services newsletters and web site to increase awareness and advertise projects and meetings.
- Action:** Neighborhood groups should consider producing and distributing their own newsletters and/or web sites.

## PARKS, OPEN SPACE AND ENVIRONMENT

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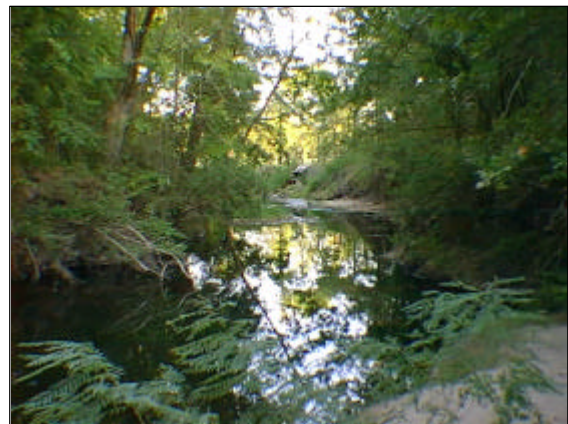
### VII.

*“I suggest that flood plain running through Emerald Forest and bounding land zoned as mixed use be preserved with access trails through woods and around ponds and drainage. Preserve this wooded area because it is scenic.” – Emerald Forest resident*

*“Enforce the landscape ordinance in commercial areas.” – Resident*

*“Develop the Wolf Pen Creek area as a green area to preserve natural areas.” – Resident*

*“Preserve green area and creeks to allow recreation, biking and ecological education opportunities.” – Resident*



## Summary

There are 51 acres of parkland and common area including 5 public parks in the East Bypass Area. There are also private common areas and swimming pools maintained by neighborhood associations. Overall, residents are content with the neighborhood parks and facilities. However residents do want to see more preserved open space and greenways. The reasons listed for preserving more land include natural habitat, flood control, aesthetics and recreational opportunities. Natural areas have great influence on community character and quality of life. The existence of parks and natural areas were listed as the second most important factor when shopping for a new home and sixty-nine percent (69%) stated that parks and open space is what is most needed near their neighborhoods.

In addition to preserving land, participants want to see more tree preservation. Residents agree that it is important to protect existing mature trees on developed and undeveloped properties. Current ordinances allow small trees that take years to grow.

Residents view future development as the greatest threat to the preservation of open space and natural areas. Most residents favor development restrictions to protect creeks and natural areas, and loss of natural habitat was listed as a primary concern related to development of vacant properties.

**82% listed protection  
of the natural  
environment and open  
space as an important  
factor in managing  
growth and  
development**

# GREENWAYS MASTER PLAN

## Objectives and Recommended Actions

### **VIII. Objective 1: Make park improvements.**

#### **IX.**

- X. **Action:** Create shade structures in Sandstone Park until trees get larger.
- XI. **Action:** Install swings in Sandstone Park.
  - Action:** Install more bike racks in neighborhood parks.
  - Action:** Find a suitable location for a basketball court in Raintree.
  - Action:** Repair the water fountain in Emerald Forest Park.

### **Objective 2: Acquire and preserve additional open space.** Balance the conflicting needs for growth and natural open space.

- Action:** Implement Greenways Plan
- Action:** Acquire the Wolf Pen Creek greenway section.
- Action:** Investigate ordinance changes that would provide incentives and/or requirements for preservation of open space. This may include site design standards, parking regulations, cluster development or subdivision design standards.\*

### **Objective 3: Protect and preserve significant trees and encourage tree planting.**

- Action:** Review landscaping ordinance for changes and create additional tree preservation requirements or incentives.\*
- Action:** Investigate creating a program to provide low cost trees and tree planting and maintenance education program for residents and businesses.

### **Objective 4: Mitigate and prevent local nuisance and pollution problems.**

- Action:** Require vegetative buffers to reduce noise from Highway 6 (no walls!). Preserve existing trees and natural features.\*
- Action:** Investigate regulating commercial lighting to reduce light pollution and nighttime lighting flooding neighborhoods from adjacent developments.\*
- Action:** Implement improvements to resolve ongoing problems from sewer treatment plant regarding noise and odor, keep neighborhoods informed and seek input.
- Action:** Enforce oil well ordinance.
- Action:** Enforce landscaping requirements around oil well sites.



# PUBLIC SAFETY AND CODE ENFORCEMENT

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*“More police patrol in the neighborhood during the late hours.” - Resident*

*“I would like additional lighting in dark areas & better maintained lights.” – Resident*

*“Better code enforcement to deal with student related problems.” - Resident*



## Summary

Crime was not a major concern for most residents with only 26% listing crime / safety as a primary concern. Statements indicate that this issue is mostly related to concerns about the impacts of future commercial or multi-family development. Code enforcement is a larger issue. Primary code violations listed by residents include more than 4 unrelated residents, tall weeds, illegal signs and parking in yards. However, residents also listed as enforcement problems items that are not city code violations including on-street parking, lighting, fencing, deed restrictions, building aesthetics, speeding and traffic violations.

Emphasis was placed on developing better communication and relationships between residents, neighborhood associations, police officers and code enforcement officers. Residents want to “get to know” the officers that patrol their area so they can better solve problems. A better understanding of codes and how to report offenses would improve the resident’s perception of the problem.

## Objectives and Recommended Actions

**Objective 1:**     **Ensure the highest quality of fire and EMS response and service.**

**Action:**     Educate residents about provision of EMS services and response times.

**Action:**     Provide more than one access way to neighborhoods.\*

**Objective 2:**     **Improve the level of safety and security in neighborhoods and the quality of neighborhood - police relations.**

**Action:**     Neighborhood associations should participate in crime watch programs.

**Action:**     Neighborhoods should invite local patrol officers to neighborhood meetings. More interaction with officers.

**Action:**     Neighborhoods should identify problem areas and work with Public Utilities to reach consensus on street lighting needs and participate in the residential street lighting program. The following locations were listed by residents as needing additional street lighting:

Raintree Park, end of Sherman Ct., Raintree street corners, Emerald Pkwy, Scarborough, Brookwater, Stonecreek, Timberknoll, Stonebrook, curves on Appomatox, Forest Ave., corner of Appomatox, Appomatox between Springcreek and North Forest.

**Action:**     Investigate neighborhood design standards that discourage crime.\*

**Action:**     Install safety bars on sewer drains where needed.

**Objective 3:**     **Maintain a high level of proactive code enforcement as the recognized community standard.**

**Action:**     Neighborhood groups and City Code Enforcement should work together to achieve compliance and address problem properties and repeat offenses.

**Action:** Neighborhoods should invite local code enforcement officers to neighborhood meetings.  
More interaction with officers.

**Action:** Continue to educate residents about codes and community enhancement services.

## East Bypass Plan – Implementation Action Chart

### **LAND USE**

Item	Responsible Organization	Completion Date	Status
<u>1. Compatible development</u>			
Overlay District	Dev. Services	2001	
Change DP process *	Dev. Services	2001	
PDD Standards *	Dev. Services	2001	
Buffer requirements *	Dev. Services	2001	
<b>2. Compatible land uses</b>			
Implement land use plan	Dev. Services	Ongoing	
Identify incompatible zonings	Dev. Services	2001	
Define preferred land uses *	Dev. Services	2001	
<b>3. Floodplains and drainage</b>			
Greenways Plan	Public Works	Ongoing	
Amend drainage ordinance	Public Works	2001	
Regional Coordination	Development Services	Ongoing	
Identify problem areas / address	Public Works	2002	
Maintain creeks / public infrastructure	Public Works	Ongoing	
<b>4. Urban Design</b>			
Site design standards *	Dev. Services	2002	

\* Items that are being reviewed by consultants through current ordinance revision process.

## Neighborhood Integrity and Appearance

Item	Responsible Organization	Completion Date	Status
<u>1. Neighborhood identity</u>			
Gateway improvements	Neighborhood Associations	2002	
<b>2. Property Maintenance</b>			
Neighborhood clean-up projects	Neighborhood Associations	Ongoing	
Identify problem properties / keep HOA's informed	Community Enhancement	Ongoing	
<b>3. Student Housing</b>			
Seek code compliance	Community Enhancement	Ongoing	
Investigate ordinance changes *	Dev. Services	2002	
<b>4. Community Appearance</b>			
Sign ord. – political signs	Dev. Services	2001	
Sign ord. – sign height	Dev. Services	2001	
<b>Litter</b>	XII. TxDot	Ongoing	
<b>5. Landscaping &amp; Natural Features</b>			
Investigate tree planting program	Parks	2002	
Investigate ordinance changes *	Dev. Services	2001	
<b>6. Highway 6 Corridor</b>			
Corridor Study	Dev. Services	2002	
Landscaping projects with TxDot / Brazos Beautiful		Ongoing	

## Traffic and Mobility

Item	Responsible Organization	Completion Date	Status
<u>1. Street Improvements</u>			
Rock Prairie Rd / Hwy 6	TxDot		
N. Forest Pkwy.	Public Works	2001	
Rock Prairie extension	Public Works	2001	

Make street repairs	Pubic Works	2001	
<b>2. Speeding / Traffic</b>			
Implement traffic calming and design options in Windwood	Public Works	2003	
Traffic calming in Raintree	Public Works	2002	
Traffic claming in Woodcreek	Public Works	2001	
Reduce speed limit on 30	Dev. Services / TxDot	2001	
Targeted enforcement	Police Dept.	Ongoing	
Design of future streets	Dev. Services / Public Works.	Ongoing	
Reduce construction truck traffic	Dev. Services	Ongoing	
<b>3. Trails and Walkways</b>			
Implement Bikeway Master plan & bike loop	Dev. Services / Public Works		
Develop trail system	XIII. DS / PW / Pks	Long Range	
Build sidewalks	Public Works	2003	
Pedestrian friendly signal Raintree	Public Works	2002	
Safety rail on Appomatox	XIV. Public Works	2001	
<b>4. Road Surfacing</b>	<b>XV.</b>		
Increase street sweeping	XVI. Public Works	2001	
Improve processes	XVII. Public Works	Ongoing	

#### Citizen Participation

<b>Item</b>	<b>Responsible Organization</b>	<b>Completion Date</b>	<b>Status</b>
<b><u>1. Citizen awareness</u></b>			
Collaborative planning projects	Dev. Services	Ongoing	
Improve notification *	Dev. Services	2001	
Developer presentations *	Dev. Services	2001	
<b>2. Neighborhood Organizations</b>			
Register neighborhoods	Dev. Services	2000	
Maintain deed restriction	Neighborhood Associations	Ongoing	
Create Neighborhood Council	Dev. Services	2003	

Neighborhood conference	Dev. Services	2001	
<b>3. Neighborhood Communication</b>			
Implement Neighborhood Services	Dev. Services	Ongoing	
Neighborhood newsletters & web sites	Neighborhood Associations	Ongoing	

## Parks, Open Space and Environment

Item	Responsible Organization	Completion Date	Status
<b><u>1. Park Improvements</u></b>			
Shade structures in Sandstone Park	Parks	2002	
Swings in Sandstone Park	Parks	2003	
Install bike racks at parks	Parks	2002	
Basketball court in Raintree	Parks	2001	
Repair water fountain at Em. Frst.	Parks	2000	
<b>2. Preserve Open Space</b>			
Implement Greenways Master Plan	Public Works	Ongoing	
Acquire WPC greenway section	Public Works	2000	
Investigate ordinance changes *	Dev. Services	2001	
<b>3. Preserve Trees and Natural Features</b>			
Investigate ordinance changes *	Dev. Services	2001	
Investigate tree planting program	Parks	2002	
<b>4. Prevent Nuisances</b>			
Buffer Hwy 6 noise*	Dev. Services	2001	
Regulate lighting	Dev. Services	2001	
Treatment plant odors	PUD	2001	
Enforce oil well ordinance	Community Enhancement	Ongoing	
Enforce landscaping at oil wells	XVIII. Dev. Services	Ongoing	

## Public Safety and Code Enforcement

Item	Responsible Organization	Completion Date	Status
<b><u>1. EMS</u></b>			
Resident awareness	XIX. Fire	Ongoing	
Provide multiple access	Dev. Services	Ongoing	



<b>2. Safety and Security</b>			
Investigate crime watch programs	XX. Neighborhood Associations	2001	
Invite officers to neighborhood meetings	Neighborhood Associations	2001	
Identify lighting needs	Neighborhoods & PUD	2001	
Safescape design *	Dev. Services	2001	
Install safety bars on sewer drains where needed	Public Works	2001	
<b>3. Code Enforcement</b>			
Identify problem properties	Neighborhood Associations	2001	
Invite officers to neighborhood meetings	Neighborhood Associations	2001	
Educate residents	Community Enhancement	Ongoing	